

What Is Claimed Is:

1. A method for operating an internal combustion engine (1) having at least one triggerable intake valve (5) and at least one triggerable discharge valve (6) in which the internal combustion engine (1) is directly started in a start-up operating mode (100) and, following the start, is operated in at least one additional operating mode (110), wherein a starting discharge instant of the discharge valve (6), which is utilized during the start-up operating mode (100) for the discharging of exhaust gases of the internal combustion engine (1), is time-retarded with respect to a standard discharge instant used during the additional operating mode(s) (110), and/or a closing instant of the intake valve (5), which is used during the start-up operating mode (100) for the aspiration of fresh gas, is time-retarded with respect to a standard closing instant used during the additional operating mode(s) (110).
2. The method as recited in Claim 1, wherein the retardation is implemented by adjusting an intake camshaft that triggers the discharge valve (6) and/or an intake camshaft that triggers the intake valve (5).
3. The method as recited in Claim 2, wherein one phase actuator is used in each case to adjust the intake camshaft or the discharge camshaft.
4. The method as recited in Claim 2, wherein a phase actuator is used for the simultaneous adjustment of the intake camshaft and the discharge camshaft.
5. The method as recited in one of Claims 2 through 4, wherein a valve-gear system influencing the opening time of the intake valve (5)/discharge valve (6) is used to adjust the intake camshaft and/or the discharge camshaft.
6. The method as recited in one of Claims 2 through 5, wherein the intake camshaft and/or the discharge camshaft are/is already adjusted during a deactivation (199) of the internal combustion engine (1) for a subsequent start in the start-up operating mode (100).

7. The method as recited in Claim 1,  
wherein the intake valve (5) and/or the discharge valve (6) are/is triggered by a camshaft-free valve-gear system.
8. The method as recited in one of the preceding claims,  
wherein a valve lift of the intake valve (5) or the discharge valve (6) is varied.
9. The method as recited in one of the preceding claims,  
wherein the retardation is decreased in a stepwise manner with increasing rotational speed of the internal combustion engine (1).
10. The method as recited in one of the preceding claims,  
wherein the retardation is deactivated once a predefinable minimum rotational speed of the internal combustion engine (1) is exceeded.
11. An internal combustion engine (1) having at least one triggerable intake valve (5) and at least one triggerable discharge valve (6), which is directly started in a start-up operating mode (100) and, following the start, is operated in at least one additional operating mode (110),  
wherein a starting discharge instant of the discharge valve (6) that is utilized during the start-up operating mode (100) for the discharging of exhaust gases of the internal combustion engine (1) is able to be time-retarded with respect to a standard discharge instant that is used during the additional operating mode(s) (110), and/or a closing instant of the intake valve (5) that is used during the start-up operating mode (100) for the aspiration of fresh gas is able to be time-retarded with respect to a standard closing instant that is used during the additional operating mode(s) (110).
12. A control device (15) for an internal combustion engine (1) having at least one triggerable intake valve (5) and at least one triggerable discharge valve (6), which is directly started in a start-up operating mode (100) and, following the start, is operated in at least one additional operating mode (110),  
wherein a starting discharge instant of the discharge valve (6) that is utilized during the start-up operating mode (100) for the discharging of exhaust gases of the internal combustion engine (1) is able to be time-retarded with respect to a standard discharge instant that is used

during the additional operating mode(s) (110), and/or a closing instant of the intake valve (5) that is used during the start-up operating mode (100) for the aspiration of fresh gas able to be time-retarded with respect to a standard closing instant that is used during the additional operating mode(s) (110).

13. A computer program for a control device (15) for an internal combustion engine (1) having at least one triggerable intake valve (5) and at least one triggerable discharge valve (6), which is directly started in a start-up operating mode (100) and, following the start, is operated in at least one additional operating mode (110), wherein a starting discharge instant of the discharge valve (6) that is utilized during the start-up operating mode (100) for the discharging of exhaust gases of the internal combustion engine (1) is able to be time-retarded with respect to a standard discharge instant that is used during the additional operating mode(s) (110), and/or a closing instant of the intake valve (5) that is used during the start-up operating mode (100) for the aspiration of fresh gas is able to be time-retarded with respect to a standard closing instant that is used during the additional operating mode(s) (110).

14. The computer program as recited in Claim 13, wherein the computer program is stored on an electric memory medium, in particular on a flash memory or a read-only memory.